

JOLIET JUNIOR COLLEGE

ORAL HISTORY PROGRAM

MR. L. C. HAHNEY

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JOLIET JUNIOR COLLEGE

ORAL HISTORY PROGRAM

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Interviewers

Philip Tyrell
(signature)

2000 Marmion
(signature)

(signature)

12-3-74
(date)

Interviewee

L. C. Hakney
(signature)

1408 E. Washington St
(address)

Joliet Ill
(city & state)

12-3-74
(date)

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TYRELL: This is an interview with Mr. Hahney for the Oral History Project, at 1408 East Washington on December 3, 1974, at 9 o'clock.

TYRELL: The first question, Mr. Hahney, is where were you born?

HAHNEY: Joliet.

TYRELL: Where did you live in Joliet?

HAHNEY: On Liberty Street, the First Ward.

TYRELL: Do you remember any significant things that happened during your youth, like an accident or any fire or something in Joliet? Up in your early age.

HAHNEY: Barrett's Hardware was the biggest one.

TYRELL: When was this; do you remember?

HAHNEY: Oh, about 1912, I think.

TYRELL: Is that the big hardware store here?

HAHNEY: Yes, the same outfit, only a different place.

TYRELL: Where was that at?

HAHNEY: Chicago Street.

TYRELL: What did you do for activities in your teens -- in your youth -- do you remember? Like go to the movie, or whatever?

HAHNEY: We went to movies, but mostly it was the activities at the Steel Works Club.

TYRELL: Do you remember the Crystal Stairs, a movie place in Joliet?

HAHNEY: Oh, yes.

TYRELL: And they have running water through it, or whatever?

HAHNEY: There's running water running down the underside of the stairs; they were glass steps. The movie was upstairs, the second story. It was on Chicago Street.

TYRELL: What was your first job when you were a youth?

HAHNEY: Oh, I guess my first job was delivery boy for Pat Fougherty -- feed store.

TYRELL: What did that job entail?

HAHNEY: Delivering feed.

TYRELL: How much were you paid?

HAHNEY: Well, I can't rightly remember. Maybe about \$2.00 a week.

TYRELL: What was your first job on the railroad?

HAHNEY: The paint gang on the rip track.

TYRELL: How much were you paid? Do you remember?



HAHNEY: No, I don't remember what that was. A few cents an hour.

TYRELL: What time did you go to work, how long was the job, and could you describe what you did?

HAHNEY: It was a ten-hour day. We painted boxcars, gondolas, and hopper cars.

TYRELL: What did you become after that, on the E. J. & E. Railroad?

HAHNEY: Then I went to work as a rivet heater. That was heating rivets to make steel hopper cars that they use to haul coke, ore, and stone in from the mines to the mills.

TYRELL: What was your job as a riveter?

HAHNEY: Heating rivets.

TYRELL: What was your next job on the E. J. & E. Railroad?

HAHNEY: Well, then I was laid off. Then I went to work in Gary in the mills. When I was laid off there, I came back to Joliet and hired out as a fireman in 1915.

TYRELL: When did you first start for the railroad? I forgot to ask you that. The date?

HAHNEY: I think it was 1912. Started firing December, 1915.

TYRELL: How were the working conditions when you first started working for the railroad?

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HAHNEY: What do you mean, how were the working conditions?

TYRELL: Like were they bad or good?

HAHNEY: Working conditions are much the same as far as good or bad. And firing a locomotive, if you want to analyze it in your vernacular, it was terrible! Because you had manual labor to do, but to us it didn't mean much. Long hours and heavy work.

TYRELL: What did you become on the railroad after being a riveter? What was your next job on the railroad?

HAHNEY: A fireman.

TYRELL: What did that job entail?

HAHNEY: Firing the locomotive. Keeping up steam pressure.

TYRELL: Did you start out when there was steam engines?

HAHNEY: They were all steam engines.

TYRELL: Do you remember like when they switched over from steam engines to locomotives, diesels?

HAHNEY: That wasn't until about 1936, in that neighborhood.

TYRELL: Do you remember some of the differences between the steam engines and the diesel engines?

HAHNEY: Yes. The difference between the steam engine and a diesel . . . do you know what a streetcar is?

TYRELL: Not really.

HAHNEY: Well, it's the difference between something alive and running a streetcar.

TYRELL: After a fireman, what did you become on the railroad?

HAHNEY: A locomotive engineman.

TYRELL: What did that job entail?

HAHNEY: Running a locomotive.

TYRELL: How long did that take, before you were eligible to become an engineman?

HAHNEY: At that time, it was four years. You had to have four years of service as a fireman and 365 days firing a road locomotive. An engine, we called it, instead of a locomotive.

TYRELL: After engineman what did you become on the railroad? How long did you run an engine?

HAHNEY: From 1920 to 1945. In 1945 I became a train rules examiner for the system.

TYRELL: What did you do for that job?

HAHNEY: Well, that job entailed examining all the men in the transportation department -- the switchmen, the brakemen, the conductors, the operators, the dispatchers, the firemen, and the engineers on rules and the physical characteristics of the railroad.

TYRELL: What are the examinations like?

HAHNEY: It was an oral examination annually. Also, it entailed the examination of firemen to become engineers, which was a much longer and a harder examination on timetables, rules, and physical characteristics. It lasted several days; it was on the rule book in the timetable.

TYRELL: What happened when a brakeman wanted to become a conductor?

HAHNEY: Well, he had to pass much the same type of examination that an engineman would on rules and the timetable and physical characteristics. He didn't take machinery and air. A fireman had to pass an examination on machinery and air and train rules and timetables; but the brakeman, all he did was take the examination on train rules and timetables and what a conductor had to do as far as bookwork was concerned.

TYRELL: What did you become after an engineer -- a train ruler?

HAHNEY: Well, it was kind of short-lived. I was only there about a year. I went to the Chicago office as head of the Labor Relations Department, which handled all the contracts for the various crafts; and I think there are twelve crafts on the railroad.

TYRELL: When did the railroad become consolidated? Do you remember?

HAHNEY: Oh, that would have to be 1906 or 1907, I can't tell you the exact date on that.

TYRELL: What does "consolidated" mean; I'm not real sure.

HAHNEY: Well, it means that the C. L. S. & E. was one railroad, and the E. J. & E. was another; and they joined together as one railroad. In other words it just happened recently the G. M. & O. was taken over by the Illinois Central. So the G. M. & O. no longer exists as such; it now becomes the Illinois Central. The C. L. S. & E. no longer exists; it became the E. J. & E.

TYRELL: Do you remember what the E. J. & E. did to the Joliet area when it started?

HAHNEY: Well, of course, it was one of the two principle industries, the "J" and the steel mill. I don't know if it's ever been explained what the E. J. & E. means. To most people it means nothing; but it means the Elgin, Joliet, and Eastern Railroad. Now we never ran through Elgin. It was originally intended that the E. J. & E. should run through Elgin. At that time there was a dispute with the Milwaukee Railroad, which runs through Elgin. The Milwaukee evidently said that, "'J', we'll never let you across our railroad if you run into Elgin." And of course under the rules of the railroad, the first railroad there had precedence; and the others had to have permission to get across it. So the E. J. & E. moved five miles north of Elgin. The irony of it is today they are in Elgin. They moved

the boundary lines of Elgin to north of the E. J. & E. Railroad, so the E. J. & E. now runs through Elgin.

TYRELL: Do you remember, as a train rule examiner, do you have anything to do with accidents?

HAHNEY: Only examining the men who were involved in a collision somewhere as to what rules are complied with or what rules were violated.

TYRELL: Do you remember any such accidents during the railroad, or during while you were working as the examiner?

HAHNEY: Strange as it may seem, in the year that I was train rule examiner, I didn't have to attend one (what we call) investigation. We had none; we had no serious incidents.

TYRELL: Did you have an office for this, as an examiner?

HAHNEY: You don't suppose I held my classes out in the yard?
(Laughter) Of course, I had an office.

TYRELL: Well, what street was this on?

HAHNEY: Well, at that time the train rules examiner's office was in the E. J. & E. office in the Joliet Building, the former Joliet National Bank Building in Joliet.

TYRELL: Has it always been in that building?

HAHNEY: We called it the "downtown office." Yes, for many years, until about 1950.

TYRELL: You were saying something about when they first started getting rid of coal chutes. When the diesels came in, they tore down all the coal chutes and water stops where they used to get water and coal on their routes and that. Do you remember where these were?

HAHNEY: Well, we had a coal chute at Joliet; we had a coal chute at Waukegan; we had a coal chute at a place called Dyer, Indiana; we had a coal chute at South Chicago; one at Kirkyard, Gary; and one in the Gary millyard. Of course, they had no use for coal-watering stations. Concrete coal chutes at Waukegan, Joliet, Kirkyard and Dyer had to be blown down with dynamite.

TYRELL: So when you switched over to diesel, was there a big improvement on the E. J. & E. Railroad?

HAHNEY: In what respect?

TYRELL: Well, like in maybe distance and travel.

HAHNEY: There's nothing that can compare to steam travel. It doesn't make much difference what you say; it's the ideal power for speed or anything that you want to compare it with.

TYRELL: I know I asked you this earlier; but as you grew up on the railroad, as you grew up in status from different jobs to jobs, did other men come up through the ranks?

HAHNEY: Mostly, until recent years, promotions were all made for people in the ranks.



TYRELL: So how were the bosses and the heads of the railroad?

HAHNEY: You couldn't ask for better people as far as that's concerned. They knew their business; they run the railroad.

TYRELL: What did the railroad ship, or what was their freight?

HAHNEY: Oh, we handled all kinds of freight, everything you can imagine. Our basic, heaviest tonnage was in steel and raw products in and out of the mill at Gary, South Chicago, and Joliet.

TYRELL: Was the steel mill good to the railroad?

HAHNEY: Oh, yes.

TYRELL: In what respects?

HAHNEY: Well, of course, we did all of their business, serviced all of their plants.

TYRELL: How is the E. J. & E. in working conditions, bosses, and pay, compared to the other railroads in this general area?

HAHNEY: Well, they were higher. They paid our people more money, and we had (in my opinion) better working conditions.

TYRELL: Do you remember any of the stories or anything about the railroad? What they had been known for years or anything?

HAHNEY: Well, there are no actual stories. Each one, as an individual occurrence with some member of the railroad, but as far as anything that would be a national or a railroad-wide

story about the railroad -- there just isn't any as far as that's concerned.

HAHNEY: Many railroads have their own museums and save some of the things. Most railroads didn't. The E. J. & E. is one that didn't. After I left the Labor Relations Department, I became the Director of Safety; and being somewhat of a nut on antiques and early history (not only of just the railroad but interested in all of that) I began to collect a few of the things that were left from the steam days. I think, perhaps of the E. J. & E., I've got the only collection of old things. Someday, I hope that they'll put it in a museum somewhere.

TYRELL: Like what things do you have? Can you explain some of them?

HAHNEY: Well, just the things that were in existence when we had steam engines, mostly -- parts of locomotives (steam locomotives), old timetables, old rule books, old parts (as I said before) of steam locomotives that no longer exist.

TYRELL: Do you think it was dumb of the railroad to get rid of all their historical things?

HAHNEY: Well, it's like most industries; when they change the policy, they just destroy all the old stuff and put in the new. They never thought much of the historical value of all of the stuff that went into the furnaces. They're scrap.

TYRELL: When you said you were in safety, you said you wrote

a book or something (not wrote a book, made up a pamphlet) that was one of the first things made up; and you had them distributed. Could you explain this?

HAHNEY: Well, of course, years ago we had a safety pamphlet, more or less; but as the Director of Safety, our office wrote a safety book for each of the various departments. You see, we have the maintenance-of-way- department, the mechanical department, and the transportation department. Each were separate as far as their duties were concerned; as far as the safety of each department, they have much the same in common except they have some specific types of jobs that have to be written up to protect against hazardous conditions and practices.

TYRELL: What, as an examiner, did you tell the conductor or engineer to do if you noticed something bad on the railroad or something? What would you look for as a safety man of the railroad?

HAHNEY: In what respect, Phillip?

TYRELL: Like maybe shoes that were worn, a certain kind of shoes.

HAHNEY: Well, that was part of the rule book. They had to wear, depending on where they work or what department they were in, they had to wear skullguards, safety glasses, toe-protection shoes, or instep protection shoes. The type that they had in the mechanical department, our welders had to wear

a certain type of welding goggles; and they wore certain types of protective clothing -- canvas and leather gloves, asbestos gloves, and sleeves and aprons. All of these were a part of the safety program, regardless of where they worked.

TYRELL: What do you mean by "skullguards"? I've never heard of that word.

HAHNEY: It's a hard hat.

TYRELL: Where was the main shops? Where they repaired engines and cars in Joliet?

HAHNEY: The location? Our shops were north of Jackson Street, and west of Maple. You went into the E. J. & E. off Maple Street.

TYRELL: What was the name of this plant?

HAHNEY: The Joliet Yards and Shops. Our back shop was there; our car shop was there.

TYRELL: Is that still open today?

HAHNEY: Yes, it's still going.

TYRELL: You said that they shipped a lot of steel from the mills and that. Where were the routes from the steel mill that connect up into the yards in order to be taken other places? Where was this track at?

HAHNEY: Well, in each plant we had a system of tracks called

The first part of the paper discusses the importance of the study and the objectives of the research. It also mentions the scope of the study and the limitations. The second part of the paper discusses the methodology used in the study. It mentions the data sources and the statistical methods used. The third part of the paper discusses the results of the study. It mentions the findings and the conclusions. The fourth part of the paper discusses the implications of the study. It mentions the policy recommendations and the future research. The fifth part of the paper discusses the conclusion of the study. It mentions the overall findings and the final thoughts. The sixth part of the paper discusses the references. It mentions the sources used in the study. The seventh part of the paper discusses the appendix. It mentions the additional information provided. The eighth part of the paper discusses the index. It mentions the location of the different parts of the paper. The ninth part of the paper discusses the glossary. It mentions the definitions of the different terms used. The tenth part of the paper discusses the bibliography. It mentions the list of references used in the study.

a yard. We used to pick up the loaded cars from the various factories in the mill, put them out in this yard and then replace them with empty cars so they could be loaded. Most cars were put together in what we called a train and hauled from South Chicago to Gary, and from Gary to Joliet or west of Joliet, wherever they were designated. The same was true of Joliet. They were brought out of the Joliet mill into the Joliet (east Joliet) yard and put in the train and delivered somewhere along the railroad, if that's where the designation was, or delivered to another railroad to take it to its destination.

TYRELL: One point -- the last time I talked to you, you said something about a railroad, or a stretch of railroad you were trying to find somewhat about. Like you asked a few railroad men, and none of them really knew why it went over somewhere or something.

HAINNEY: Well, that was the conversion when the Kirk Yard was built. The Kirk Yard was built to accommodate the mill at Gary, the Gary Mill. That all started about 1907 or 1908. The E.J. & E. started its railroad somewhere around 1909. At that time the C.L.S. & E. was inactive. So it became difficult to get information about the conversion. When the railroads had to be transplanted -- had to be rerouted to put in the Gary Mill -- the New York Central had to be rerouted, the B. & O. had to be moved so that it would accommodate the mill and the yard at Gary. Those old-timers were gone. If you could find

an old-timer to tell you the dates -- it's like me trying to remembers the dates here at this interview. They could tell you generality is all -- finding some of the old lay-out prints of railroad crossings, of which I have one. It is difficult to find someone who could tell me, or whoever remembered using that particular area.

TYRELL: Where was this piece of track at?

HAHNEY: It was at what we called the entrance into Kirk Yard, a place called Kavanaugh.

TYRELL: What do you think in respect to the E.J. & E.'s business then as to now?

HAHNEY: Well, of course, I don't have much access to the amount of business they are doing today; but at one time we were moving through this yard around 5,000 cars a day. That's a 24-hour period. I don't know what they're moving now. At one time we had, at the Gary Mill, about 125 engines working what we called "around-the-clock" on various shifts. We had about 100, 110 at South Chicago. That is cut way down today. We had working at Kirk Yard about 15 chain gangs or "pool crews" as we called them. We had a couple of regular runs out of there. We had runs running end to end, several runs. Two, four, we had six runs working in and out for the oil business. We had about 65 or 75 engines working here in the yard, and I can remember when we had 50 chain gang and pool turns and about 24 regular runs and 30 engines at Joliet Mill and about 85

engines in the Joliet Yard. Well, today we don't have figures like that.

TYRELL: What is a chain gang or a pool "thing"?

HAHNEY: Well, a chain gang is an engineer and a fireman assigned to a locomotive; and they work together on that engine. A pool turn is an engineer and a fireman assigned to work together on any locomotive that is available when they are called for service.

TYRELL: When there was a switchover on the railroad from steam engines to diesels, was this a gradual change?

HAHNEY: Well, not so gradual, and yet not so sudden. We used diesels first at South Chicago in about 1937, somewhere in that neighborhood. Then they got some at Kirk Yard, and a few of them into Joliet. They kept increasing the number of switch engines, and then we bought one road engine. Actually, the make-up or the design of our road engines was by our president, Mr. Beven, who wanted a locomotive with an engine on each end and a cab in the middle; and that was what the Baldwin Locomotive Works built for us. We got the first one, and the nickname of that engine was "The Golden Goose". And from then on we worked into what we have today.

TYRELL: Isn't it easier to take care of a diesel than it is a steam engine?

HAHNEY: Yes, and no. Steam engines, as I said before, required

coal shoots, watering stations, what we call cinder pits (a place where they clean the fires) to accommodate them; and that all took time and material. Diesel came along, and the availability of the diesel is what sells. They don't need coal stations or water stations, and they don't need cinder pits. They have to be serviced, but the services -- just putting fuel oil in the tank and motor oil in the engine, and so on. The sad part of it, too, is the efficiency. I imagine that actually, if you were to test it out, the diesel would be less efficient than the steam would. But on the steam locomotive, when something broke down, the man who was running that engine knew that locomotive by heart -- every working part of it -- and he could determine what was wrong immediately. He could do the repairs on practically any kind of a breakdown we had out on the road. The engineer and the fireman could put the engine in such a condition that they could move on. When we got in, they would repair it. The diesel requires an educated mechanic who knows the electrical part of it. Then we had to find a man who knew the mechanical, the engine part, of it. It takes two different groups of people to actually keep it in repair. We've always said, and this is true: if something broke down on a steam locomotive, you could find it in five minutes; but it took a week to repair it, depending on how badly it was damaged. On a diesel locomotive, it takes five minutes to repair it and two weeks to find it.

TYRELL: What would you prefer, really?

HAHNEY: You mean between the two powers?

TYRELL: Yes.

HAHNEY: Oh, my! A steam locomotive, by far! Just look around this room if you want to see why. When you run a diesel, you're running a steam locomotive; you're running, as I said before, a streetcar. When you're running a steam locomotive, you're running something live. A diesel only has so much power; there's no limit to the power of a steam locomotive. There was always what we called "an extra notch" that would get you over a hill someplace. Always that little bit extra that you could do. When you open a diesel engine, you pull the throttle open; and that's all there is to it. You just don't get anymore.

TYRELL: How fast could a steam engine go?

HAHNEY: Well, if you'll turn around, you'll see the picture of one up there that went 112 miles per hour. . . That's the 999 and that was an 1893. That engine went 112 miles an hour, and that speed wasn't equalled until just recently. As far as steam locomotives are concerned, there is no limit as to how fast it would run. Steam locomotives will outrun a diesel today if we would turn them loose. Which is something they never did, but between railroads back in those days was to find out which road could run the fastest. The 999, as you see the picture of it up there, ran in 1893; and that was about two weeks before I was born.

TYRELL: Was that the earliest types of steam engines?

HAHNEY: Oh, yes, those are both early. Those two up there -- that's one of the earliest types of steam engines.

TYRELL: What was the other one?

HAHNEY: Well, there just happens to be another passenger engine; that's all.

TYRELL: Did the E.J. & E. have any passenger runs?

HAHNEY: Yes, we had a passenger run that ran from Joliet to Aurora. That was discontinued though before I started in 1915.

TYRELL: When the E.J. & E. became consolidated, I think they brought in men from other areas, didn't they? And they had to take examinations to rule them up or something?

HAHNEY: No, they just consolidated with Enginemen and Firemen from the C.L.S. & E. and the same from the E.J. & E.; and they were fitted into our seniority rosters according to their dates of employment, or their dates of employment promotion as enginemen. That was a very peaceful consolidation and fit in. Most of the men stayed right where they were in most cases. The fellows from South Chicago stayed there, and the fellows at Joliet stayed there, and the fellows at the mill stayed there. As time moved on, why they moved back and forth. The engineer and fireman had the privilege of what we call "system seniority". So we could bid in if our seniority en-

titled them to a job or a run; we could bid from one terminal to another. People at Gary would have to qualify between Joliet and Waukegan if they were going to work on the road. That's something that they would have to learn. Most of the people at Joliet, the younger people, if they went to Gary, they were already qualified because the younger men on the railroad had to qualify on the system.

TYRELL: So they kept their rank then?

HAHNEY: Yes, they just moved in according to their seniority. Some of our men went to South Chicago; some went to Gary. Very few of those people came over here; they were established over there.

TYRELL: Where was the growth of the people? Did it grow around the railroad and out, or where was most of the population?

HAHNEY: They lived within walking distance. That was true of all industry back at the turn of the century and later. You had to walk to work. If you had anything, it would be a horse and buggy; and you didn't take your horse over to the railroad and tie it up while you were gone, so you walked to work. Everyone lived around the "J". . Oh, I'd say in most cases you could roughly say within a mile.

TYRELL: Where was this at -- on what side of the railroad? Do you remember what area the growth was from the railroad, outward?

HAHNEY: Well, as far as the railroad itself was concerned, the people who worked on it was equally divided around it, almost in a circle.

TYRELL: Do you remember some of the bigger buildings in the earlier age that were like the big thing around Joliet? You said Barrett's Hardware was pretty popular. Do you remember any of the other buildings downtown?

HAHNEY: Well, most of them you remember. Very few of the real old buildings, except perhaps the Roosevelt School. . Are the clocks getting you down? (The bells on the clocks chime) (Laughter)

TYRELL: What was it called, Roosevelt School?

HAHNEY: Yes. The Roosevelt Building, or the Roosevelt School, at one time was the high school. Now that was the corner of Webster and Chicago Streets, which later became part of the grade school system.

TYRELL: You were on the board, weren't you? After the railroad didn't you get on the educational board, the school board?

HAHNEY: Oh, I went on the school board in 1934 for 15 years and on the high school board for 6 years.

TYRELL: Oh, I heard you gave speeches and films of the safety thing of the railroad later on during your railroad time. Maybe a little after, too. You gave pictures down at the Y.M.C.A. or something like that?

HAHNEY: Well, I used to teach a course in mouth-to-mouth resuscitation and chest compression, demonstrated with a mannequin called "Resusiann", and I still do. The same is true with safety work in the field traffic. I'm Secretary-Treasurer of the Community Safety Council. I am a qualified instructor and teach defensive driving in this area.

TYRELL: Were the trains kept up during your days as safetyman of railroadman?

HAHNEY: Were the trains kept up?

TYRELL: Like in accordance with the rules and that?

HAHNEY: Well, of course trains, as far as their condition was concerned; the extremes are governed by the Interstate Commerce Commission. Our equipment, our locomotives, were kept up in good shape. We didn't have too many "klunkers", as we called them; but when an engine got old, instead of destroying it by throwing it away, they were put in what we call the "Back Shop" and were overhauled. They had various grades of overhauling, some from practically a brand new locomotive from the ground up. Others were rated by number. A "No. 3" which was boiler work and machinery work, or what we called a "No. 5" which was rod work, pushings and so forth -- when they got old, why they got like an automobile, but they were well taken care of. They were well-lubricated all the way through and well-run by most enginemen. An engineer thought a lot of the engine that he run, so he took pretty good care of it.

TYRELL: Were the steam engines pretty messy? I think working with steam and throwing the smoke out of this, compared to the diesel, I think the diesel would be a lot cleaner.

HAHNEY: Yes. Shoveling coal was a dirty job sometimes. Of course, we finally got to where we would wet the coal down so it wouldn't be so dirty. It was hot, and hand-firing a locomotive was heavy work. It depended upon the crew as to whether his locomotive was clean or dirty. It's the same way with people today with their automobiles. Some take care of them and some don't as a rule. But when we got stokers, it was a lot easier to keep clean.

TYRELL: Do you remember some of the higher-ups of the railroad?

HAHNEY: When I started there, Mr. P.F. McMannis was the General Manager; Mr. Beaudry was the Superintendent of the Joliet Division; Mr. Kirk was Superintendent of the Gary Division, which took in Gary mill, Kirk Yard, and South Chicago; Mr. Horrigan was the Superintendent of Motive Power; Mr. Emerson was the Master Car Builder, head of the Car Department; Mr. Shreeves was Master Mechanic of the Mechanical Department; Mr. Monsheimer was the Chief Engineer of the Maintenance Away Department. These were the old-timers that were there when I started.

TYRELL: What was the date of that?

HAHNEY: Well, that would be in 1915. During World War I

practically all of the young men went to war. We had a unique arrangement in the engine department. I don't know whether anyone's ever told you that. We had a service flag for all of the enginemen that went to World War I. It was a blue star, an enameled blue -- made of metal with enamel -- with the man's name on a little bar across the top. That sat in front of the Master Mechanic's office; and, of course, that was where the enginemen what we called "registered in and out." That's where they started from and returned to. That's where they turned in their reports, and that's where they signed their register that they were going to work and what engine they had and what time, etc. They called it the Register Room. It was out there in a little triangle and a little grassy spot that the service flag was. In fact, it was taken down by one of the employees, and I traced it out and found it and asked him to give them to me, and I would have them reconditioned; and I had them all reconditioned and gave them to each individual that had been in service -- all those I could find. We were quite proud of our service flag that we had out there. It wasn't one with just cloth stars on it either. Your grandfather's got one. I think that everybody that was there got his star; I saw that everybody got it.

TYRELL: What happened when some of the men went away to war? What happened when they came back, did they go right. . .

HAHNEY: They went right back to work as though they never missed a day. It's not like today where they have to come home and

they're paid so much money to loaf and sit around. When I came back . . . (Laughter) -- It was as though I had just gone home eight hours before that and come out again. They said, "Oh, Hi!", and that's all there was to it. "I'm glad you're back," and that was it. I might like to puff up a bit. I was the only officer on the E.J. & E. system; I was a First Lieutenant in the Infantry. We had two people that were wounded from Joliet in this flag. The wounded one has got a white star. We had one gold star; and they made out a special star for me because I was the only officer, and that was a red star. Now no connection with Russia! (Laughter)

TYRELL: I think that's about it. O.K., thank you.

HAHNEY: Don't you want anything else?

TYRELL: I can't think of any more questions. Mr. Hahney, where did the E.J. & E. run?

HAHNEY: Well, now the system runs from Gary to Joliet, and from Porter, Indiana. Now, the Porter line and the Gary line are one line east to Griffith. Then we have a line that runs from Joliet to Rockdale; and a line that runs from Joliet to Waukegan; and a line that runs from a place called Normantown, which is just west of Plainfield to Aurora; and we have one that runs from a place just across the river at Plainfield called Walker, to the clay pit which is south in the direction of Coal City. At one time the railroad ran from Walker to Coster, and from Coster we had a line down to the mines. We picked up the coal and stuff down around Coal City. That was the first

line that was laid, and it was laid in 1888. Then we had a line that ran from Joliet to Aurora. Then the line was extended from a place called Spaulding, which is where we cross the Milwaukee -- north to Waukegan from Normantown. Now these were all put together, which makes up the E.J. & E. system. Dates are vague as far as when they were joined and so forth. We connect with every railroad that runs into Chicago; and the object of the E.J. & E. and the name it got was the Outer Belt Line to keep the freight from moving into Chicago and cluttering up the Chicago yards and delaying the freight, so it was transferred to the E.J. & E. For instance, we would get cars from the Milwaukee, coming from the city of Milwaukee, or in that direction, and delivered to us to a place called "Round-out." We would take the car or cars and bring them to Joliet, and they were to go east -- perhaps on the New York Central. So we would take the car to Porter, which would keep it out of the city of Chicago. That was the main object. We had a tremendous what we call "overhead business" or "connecting-line business." The railroads that we've crossed, the Northwestern, we connected with them at Waukegan. We connected with another brand line of Northwestern at a place called Upton. We connected with the electric line at Round-out, which doesn't exist anymore. We connected with the Milwaukee at Round-out. We connected with the Sioux Line at a place called Leathon. We connected with another branch of the Northwestern at Barrington. We connected with the Milwaukee at a place called Spaulding. At a place called

Wayne we connected with the Illinois Central. At Engleton we connected with the Great Western; and at West Chicago we connected with another branch of the Northwestern. Then we connected with the Burlington at a place called Eola; that's just north of Aurora. And then we had no connection between there and Joliet. At Joliet we connected with the Rock Island. We connected with the Michigan Central, the Milwaukee, the Santa Fe, and what used to be years ago, the C. & A., which became the B. & O. and then became the G.M. & O. and is now the Illinois Central. East, we connected with the Wabash, it's now the Norfolk & Western, at a place called Brisbain. At Madison we connected with the Mainline of the Illinois Central. In Chicago Heights we connected with the C. E. & I, or what was the C. E. & I., which is now the L. & N. At a place called Dyer which was a coaling station and a watering station, we connected with the Monon. I think that the L. & N. took over the Monon; I'm not sure. Then we go to a place called Hartsdale where we connected with one branch of the Mainline called "The Panhandle of the Pennsylvania," and to the C.I. & M. which was a coal line that went south. Also, we had a connection there with, once again, the Michigan Central. At Griffith we connected with the Grand Trunk, the Erie, the C. & O., and then if you'll follow the track which we call the Mainline to Hobart, we connected with the Nickel-Plate Railroad and the Fort Wayne division of the Pennsylvania. Then to McCool we connect with the B. & O. At McCool we go to Crocker which is another branch of the Wabash -- which was the Wabash. It is now the Norfolk

and Western. Then we go into Porter where we connect with the New York Central and the C. & O. which was at one time years ago the P.M. (The Pierre Marquette). Then we go back to Griffith where we branch off and go to Gary. And at Gary we connect with the New York Central, the B. & O., the Wabash (which is now the Norfolk and Western). Then we cross the Nickel-Plate at Van Loon. We have a crossing at Ivanhoe. The I.H.B., the B. & O. and the New York Central and all of those we have connections with along the lake front. Then we go from Gary to South Chicago along the lake front, and once again we connect with the Rock Island, the New York and those railroads. We have all these connections; so anytime they wanted to run cars around Chicago, they did. But today we don't have that. The what we called "overhead" or "connecting line business" of routing them around Chicago because business throughout the nation isn't as it used to be so it became (or did at one time) important to the railroad to keep this business. We also ran a rented track from Chicago Heights to Rossville where we got coal for our railroad, coal for the mills, and limestone for the mills at Gary, the mills at Joliet and South Chicago. Today we don't have that business anymore. We don't run over the C. E. & I. at all. That done with. The terminal was at Rossville, Illinois at one time. . . I think they worked 10 or 15 engines out of Rossville. Today it just doesn't exist. I went to Rossville about a year ago and took pictures there. The roundhouse there is only a skeleton. The turn-tabled pit is there. A

couple of the older buildings that are there -- the office is still sitting up there -- but it's now privately owned. Farmers are in there that had threshing equipment or shelling and stuff like that. Well. . . all of the "J", the consolidation of the various railroads that made up the E. J. & E. shortlines. . . Years ago, as you read in history, the United States was covered with short railroads that were owned privately by one person or by a group of people that would go from one town to another. There were, some of these, in this area; we started in 1888. I have a seniority roster which covers the engineer and fireman in 1888 down to the present day. It's a good history of the "J" to sit down and follow the course of what has happened to the "J" -- looking over the old timetables, the old train sheets, looking over the time when we had the train running (the passenger train, as I told you before) between Joliet and Aurora. At one time in 1903 (June, I think it is, the third) we hauled the president on our railroad. President Teddy Roosevelt was hauled from Aurora to Joliet. The engine crew that pulled the president was -- the engineer was Bill Stone; the fireman was Patty Keenan. You talk about speed -- it's 22 miles from Aurora to Joliet, and that means downtown Joliet where the Fitzgerald Furniture Store is today, which at one time was the downtown office of the E.J.& E. If you come out of Aurora, you go uphill. In fact, we don't have a terminal on our railroad that does not go uphill; coming out of Aurora is uphill. They had a specific arriving time at Joliet. This, though it is not only a

story, it's the true episode of the trip. When they finally said all their good-byes in Aurora, the president gave Stone the signal. He had just 22 minutes to be in the depot downtown in Joliet. In 22 minutes he was at the depot in Joliet, and that counted coming down through the yard in Joliet, which was restricted speed -- that is slow speed. He had to be- cause we had to come down through that yard at slow speeds, around the curves leading downtown. Then to arrive at Joliet, which you say, "How fast was it?" On our own railroad Bill Stone evidently run that engine at some places 75 miles per hour in order to make the time that he lost coming out of Aurora up the hill, the time that was consumed coming into Joliet and going around all those curves and arriving downtown. So he must have been really running that engine. I have a picture of that engine all decked out. Bill loved that locomotive as if it were his son. In fact, back in those days the engineers were assigned a locomotive, and it was always called, "my engine." Each engineer owned his own engine. When the engine went into the shop for overhaul, the engineer went in and helped them overhaul her; and he was out of work as an engineman. So the history of our railroad is unique. Not the longest, but we played an important part of moving traffic in this area. The mills -- we service the mills. We hauled ore from South Chicago to the Joliet mills. We hauled all the stuff that made steel into the mill at Joliet. We hauled the coal and stone and raw materials into Kirk Yard and South Chicago. We hauled ore from

Gary to Joliet. The ore was shipped into Gary and to South Chicago by boat from up around the ore mining country on the lakes. So everything that went in there, we handled. The history of our runs -- we had very important runs in years past. Everyone that worked on our road knew about our Number Four which handled the meat and beer. The beer from Milwaukee and the meat from Chicago was hauled in to meet the export at the eastern seaboard. It was strictly on time as any passenger run was. For the amounts of what we call "set-outs" where we left these various cars of meats and beer at the various railroads that we've crossed east of Joliet at consumed time, we had very live crews, a very active schedule to meet, and they made them. Today, they don't have a regular system of runs running on time. It's a different system altogether than what we have. Our car limit at that time was 75 cars, and each engine, each class of engine, was rated on tonnage -- the same as they do today; but when you had two engines hooked up together, you had two crews, one on each engine. Today they can couple any number of diesel engines together, and one man can operate all of them. That wasn't true back in the days of the steam engines. All of our trains out of Joliet east, they had their tonnage. We doubleheaded them from Joliet to Frankfort, what we called a "helper" or "pusher" engine. They were regular, assigned crews to these pushers. Trains going west that had tonnage, they doubleheaded them to a place called Coyne which is five miles west of Joliet or the top of the hill. The pusher engines came back; they came

back light. This is something that went on all over the country where they had hills and mountains to climb. So we had important trains; we had important runs; we had important people. People who ran our railroad that we talked about before were important people in our community. They were people who lived here, and they knew what was needed. The men who worked for the "J" were loyal to the E.J. & E. Sure we had hard trips -- in the trip in the snowstorm in the middle of the night as cold as it might be, and you might have been out for many hours. When I first started, we had no law. We could be out for a week and nobody would say anything about it, but then the sixteen-hour law came in. Then we couldn't work more than sixteen hours; but you shovel coal for sixteen hours, you're pretty tired. You would say when you came in, "That's all, I'm going to quit!" Once you've had a good meal and a good rest, you're ready to go back to work again the next day. I don't know whether that's the spirit today, but that was the spirit back in those days. Everybody who was a railroadman was like a sailor -- he loved the work he was doing. It wasn't easy; the hours were long; and I might say the pay was bad compared to the crafts, but they were satisfied to do the work that they were hired to do. I think, Phil, that about covers everything roughly, of our railroad, the history of our railroad, what it means, and what it has meant to Joliet. If it hadn't been for the U.S. Steel Company, which was the Illinois Steel Company where the mill is today, and the E. J. & E., the city of Joliet would perhaps not have existed as

it does today. It would just be a little place on the Illinois-Michigan Canal. They played a big part -- the E. J. & E. played a big part. You could almost divide the people in Joliet who were dependent; at least two-thirds of the people in the city of Joliet were dependent on the steel mill or the E.J. & E.; the other third were merchants and in other smaller industries. They built this town, and I think the old-timers (and there aren't many of them left) were proud that they were part of the E.J. & E. At least the officials who were a big part of Joliet. None of them ever held office, but their payroll that they put out was what kept us (the city) going. The stuff that you see here, the stuff that I've collected, will be real railroad history someday. I've offered to give it to the railroad if they provide a place for it. It's something that even if you saw it, you wouldn't know what it was; and you would have to be told the history of it. All of these things should be written up in the history of what each part is. Your grandfather can tell you a lot about the parts of a steam locomotive, but you'll never see them again.

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